

COMMERCE.

CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—157 per cent. premium, buyers.

China Trade Insurance Company—87 1/2 per cent. buyers.

China Marine Insurance Company—87 1/2 per cent. buyers.

North China Insurance Co.—85 per cent. buyers.

China Fire Insurance Co., Limited—87 1/2 per cent. buyers.

Yantai Fire Insurance Co., Limited—85 per cent. buyers.

Chinese Insurance Co., Limited—87 1/2 per cent. buyers.

On the Insurance Co., Limited—85 per cent. buyers.

Hongkong Fire Insurance Co., Limited—87 1/2 per cent. buyers.

China Marine Insurance Co., Limited—85 per cent. buyers.

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MAILS EXPECTED.

THE FRENCH MAIL.
The M. M. Co's steamer *Anadyr*, with the French mail of 19th ultimo, left Singapore on the 12th instant, at 5.30 a.m., and is due here on or about the 20th.

THE CANADIAN MAIL.
The Canadian Pacific steamer *Abyssinia*, with the next Canadian mail, left Vancouver on the 19th ultimo, and is due here on or about the 28th instant.

STEAMERS EXPECTED.

The 'Shire' line steamer *Mexianthshire*, from London, left Singapore on the 12th instant, and is expected here on the 18th.

The 'Union' line steamer *Balaresbrook*, from Hamburg, left Singapore on the 13th instant, and is expected here on the 19th.

The 'Glen' line steamer *Glenartney*, from London, left Singapore on the 13th instant, and is expected here on the 19th.

The Ocean Steamship Co.'s steamer *Palluvaris*, from London, left Singapore on the 13th instant, and is expected here on the 19th.

The German steamer *Cassandra* left Singapore on the 13th instant, and may be expected here on the 20th.

The P. & O. S. N. Co.'s regular fortnightly steamer *Teheran*, from Bombay, left Singapore on the 14th instant, and is due here on the 20th.

The 'Hien' line steamer *Danglo*, left Singapore on the 15th instant, and is expected here on the 21st.

The German steamer *Elie*, from Hamburg, left Singapore on the 15th instant, and is expected here on the 21st.

The Navigazione Generale Italiana Co.'s steamer *Bormida*, left Singapore on the 15th instant, and is expected here on the 22nd.

BANTAM, Dutch steamer, 1,434, S. C. Scholten, 16th June, Saigon 12th June, General—Jardine, Matheson & Co.

FRUIT, Danish steamer, 377, C. Lund, 16th June, Haiphong 14th June, General—Arnhold, Karberg & Co.

YOUNG SIAM, Siamese bark, 789, G. Kock, 16th June, Pat back, General—Chinese.

DAKIA, British steamer, 536, T. C. Nielsen, 17th June, Bangkok 10th June, Rice and Teakwood—J. H. M.

NAMOA, British steamer, 822, F. D. Goldard, 17th June, Foochow 12th June, Tamsui 13th June, Amoy 13th and Swatow 16th, General—D. Laprak & Co.

RIO LIMA, Portuguese gunboat, Commander Sta. Barbara, 17th June, Macao 17th June, DON JUAN, Spanish steamer, 654, J. M. Marquz, 17th June, Manila, via Amoy 16th June, General—Bras & Co.

CHINA, German steamer, 1,092, P. Hays, 17th June, Cebu 12th June, Ballast—Siemssen & Co.

TERAN, British steamer, 1,555, Jackson, 17th June, Shanghai 13th June, and Amoy 16th, Tea and Straw Hat—Butterfield & Swire.

FUSUISH, Chinese steamer, 1,834, A. Cross, 17th June, Whampoa 17th June, General—C. M. S. N. Co.

MANCIA, British steamer, 1,060, Geo. Pennell, 18th June, Koh-si-chang 11th June, Rice, Yuen Fat Hong.

LEESANG, British steamer, 1,092, Sawyer, 18th June, Swatow 17th June, General—Jardine, Matheson & Co.

FRUITSANG, British steamer, 991, S. Wilde, 18th June, Wuhu 13th June, Rice—Jardine, Matheson & Co.

LYTH, Danish steamer, 3,5, N. C. Revabek, 18th June, Pakhoi—Butterfield & Swire.

HAVER, German steamer, 310, Dethlefsen, 18th June, Newchwang 11th June, Beans—Siemssen & Co.

THYRA, German steamer, for Cheloo, China, German steamer, for Amoy.

THYRA, British steamer, for Haiphong, China, Chinese steamer, for Shanghai.

ZAFRO, British steamer, for Amoy.

June 16, *Lennox*, British str., for Shanghai.

June 17, *Amoy*, British steamer, for Whampoa.

June 17, *Fokien*, British steamer, for Swatow, &c.

June 17, *Norden*, Norwegian steamer, for Nagasaki.

June 17, *Taiwan*, British str., for Foochow.

June 17, *Nagasaki*, British str., for Singapore, &c.

June 17, *Triumph*, German str., for Cheloo, &c.

June 17, *Soochow*, British str., for Hoihow, &c.

June 18, *Chow-chow-foo*, German steamer, for Saigon.

June 18, *Aluthe*, German str., for Hoihow.

June 18, *Glucksburg*, German str., for Amoy.

June 18, *Thyra*, German str., for Cheloo, &c.

June 18, *Ningpo*, German str., for Shanghai.

June 18, *Kang Beng*, British steamer, for Swatow, &c.

June 18, *China*, German str., for Singapore.

June 18, *Frisia*, British steamer, for Singapore.

June 18, *Zafro*, British steamer, for Amoy.

June 18, *Fooksang*, British str., for Whampoa.

June 18, *Leesang*, British str., for Whampoa.

The British steamship *Leesang* reports that she left Swatow on the 17th instant. Had strong southerly winds and high sea with rain.

The British steamship *Marica* reports that she left Koh-si-chang on the 11th instant. Had moderate wind and fine weather to Gap Rock thence to port had heavy squalls and torrents of rain.

The Dutch steamship *Daniam* reports that she left Saigon on the 12th instant. From Saigon had fine weather and south-west wind. Twelve hours before reaching Hongkong had squally and rainy weather with north-west and east-north-east winds.

The British steamship *Dafra* reports that she left Bangkok on the 10th instant. Had moderate and south-westerly wind in the Gulf of Siam to 17 north latitude; thence to port had fresh and moderate west and south-west winds with squally and rainy weather, with high confused sea.

The British steamship *Talaman* reports that she left Shanghai on the 12th instant, and Amoy on the 16th. From Shanghai to Amoy had moderate north-east wind and foggy weather. From Amoy to Hongkong strong south-east wind and heavy sea with squally and showery weather.

The Siamese bark *Young Siam* reports that she put back on the 16th instant. She left here for Bangkok on the 23rd ultimo, had fine weather and light breezes to Cape Varela; from there to latitude 11 had heavy gales from west. Carried away bowsprit gammoning. On the 10th instant sprang leak and water gaining on pumps bore up for Hongkong. On the 14th got heavy gale from west; carried away sails and lost one man by a fall from topsail yard. From lat. 20 to port, low barometer and heavy westerly gales.

The British steamship *Fooksang* reports that she left Wuhu on the 13th instant. From Wuhu to Namquan had strong north-east wind and rain; thence to Ockseu light wind and fine weather; thence to port strong south-east wind and very heavy squalls, accompanied by a very high southerly swell. On the 14th, passed the steamship *Canton*, and the Japanese bark *Chiyang Maru*, off Kintona. Passed the steamship *Chiyang* off Wosung, and on the 16th, passed the schooner *Hilda*, off White Dogs.

The British steamship *Namoa* reports that she left Foochow on the 12th instant, Tamsui on the 13th, Amoy on the 15th, and Swatow on the 16th. From Foochow to Tamsui had calm with smooth sea and fine weather. From Tamsui to Amoy had calm and fine weather with southerly swell. From Amoy to Swatow had fresh east-north-east wind and thick rainy weather. From Swatow to port had south-east to southerly winds and high south-east sea with continual squalls of wind. In Foochow, the steamships *Kabara*, *Kildare*, *Tartar*, *Pembroke*, and *Airlie*. In Tamsui, the steamship *Wayling*. In Amoy, the steamship *Fidèle*. In Swatow, the steamships *Leesang*, *Chiyang*, *China*, and *Melia*. Passed the U.S.S. *Yumita* at Sharp Peak, bound up river.

For Straits Settlements.—Per *Falkenberg*, to-morrow, the 19th instant, at 3.30 P.M.

For Shanghai.—Per *Fukien*, to-morrow, the 19th instant, at 4.30 P.M.

For Amoy and Manila.—Per *Don Juan*, to-morrow, the 19th instant, at 4.30 P.M.

For Swatow, Amoy, & Foochow.—Per *Namoa*, on Wednesday the 20th instant, at 11.30 A.M.

For Straits and Calcutta.—Per *Taiyang*, on Wednesday, the 20th instant, at 2.30 P.M.

For Bangkok.—Per *Mongkut*, on Thursday, the 21st instant, at 10.30 A.M.

For Europe, &c., Australia, India, via Madras.—Per *Sindh*, on Thursday, the 21st instant, at 11.00 A.M.

For Yokohama and San Francisco.—Per *Belgie*, on Thursday, the 21st instant, at 12.30 P.M.

For Singapore.—Per *Niobe*, on Tuesday, the 26th instant, at 11.30 A.M.

SHIPPING IN HONGKONG.

ABERDEEN, British steamer, 2,370, Chas. Taylor, 11th June, Shanghai 8th June, Ballast—Adamson, Bell & Co.

AUSTIN FIARS, British steamer, 836, George Brooker, 13th June, Koh-si-chang 5th June, Rice—Borneo Co., Limited.

BELGIC, British steamer, 4,211, W. H. Walker, 15th June, San Francisco 12th May, and Yokohama 31st, Mails and General—O. & O. S. N. Co.

DANUBE, British steamer, 562, F. W. Ehillips, 15th June, Haiphong 13th June, General—A. R. Marty.

DELCOVY, British steamer, 1,183, T. Ekins, 10th June, Kobe 3rd June, General—Gibb, Livingston & Co.

DENHIGHSIRE, British steamer, 1,668, S. Rickard, 2nd June, London 2nd April, and Singapore 27th May, General—Adamson, Bell & Co.

FALKENBURG, German steamer, 988, Dreyer, 11th June, Bangkok 4th June, Rice and Teakwood—Melchers & Co.

FAMK, British steamer, 1,177, A. Stopani—Hongkong and Whampoa Dock Co.

FLINTSHIRE, British steamer, 1,017, Habekost, 11th June, Swatow 10th June, General—Adamson, Bell & Co.

HALLOING, British steamer, 783, T. G. Pocock, 10th June, Leth 21st April, Plymouth 25th, Malta 3rd May, Port Said 8th, Suez 10th, Penang 2nd June, and Singapore 5th, General—D. Laprak & Co.

MALWA, British steamer, T. F. Creery, 13th June, Yokohama 5th June, Mails and General—P. & O. S. N. Co.

MONKUT, British steamer, 859, Geo. Anderson, 13th June, Bangkok 6th June, Rice and General—Yuen Fat Hong.

NISSEY NOVODOR, Russian steamer, 1,741, P. Pashinsky, 10th June, Nagasaki 12th June, General—Melchers & Co.

PALAMED, British steamer, 1,535, C. Jackson, 16th June, Liverpool 5th May, and Singapore 10th June, General—Butterfield & Swire.

PIKA CHOM KLAO, British steamer, 1,012, Fowler, 15th June, Bangkok 9th June, General—Yuen Fat Hong.

PILOT FIAT, British steamer, 1,01, A. Stopani—Hongkong and Whampoa Dock Co.

PROBONTS, British steamer, 1,387, Healey, 14th June, Java, Sugar, Adamson, Bell & Co.

RECORDE, British steamer, 676, C. O. Madge, 11th May, from a cruise, Cable—E. E. A. & C. Telegraph Co.

TAISANG, British steamer, 1,505, Jackson, 11th June, Calcutta 27th May, Sandheads 28th, Penang 2nd June, and Singapore 5th, General—Jardine, Matheson & Co.

TETAROS, German steamer, 1,578, T. Petersen, 16th June, Saigon 11th June, General—Siemssen & Co.

WARRDALE, British steamer, 1,168, R. Brice, 15th June, Hamburg 9th March, General—Russell & Co.

HONGKONG—SAILING VESSELS.

WE CATHING, Danish brig, 103, N. Ankersen, 20th May, Newcastle, N.S.W., 26th May, Coal—Arnhold, Karberg & Co.

ANNA, German schooner, 247, H. Meinadico, 14th June, Menada 10th May, Wood—Siemssen

Insurance.

NOTICE.

THE MAN ON INSURANCE COMPANY,
LIMITED

CAPITAL SUBSCRIBED.....\$1,000,000

The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on GOODS
&c. Policies granted to all Parts of the world
available at any of its Agencies.

WOO LIN YUEN,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1888. [150]

NORTHERN ASSURANCE COMPANY.

THE Undersigned having been appointed
Agents, in conjunction with Messrs.
TURNER & Co. for the above Company, are
prepared to ACCEPT RISKS against FIRE at
CURRENT RATES.

W. HEWETT & Co.
Hongkong, 7th June, 1888. [572]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY,
(LIMITED.)

CAPITAL TAEELS 600,000, } \$233,333-35
EQUAL TO }
RESERVE FUND } \$747,000-00

BOARD OF DIRECTORS.
MR SING, Esq. LO YEUK MOON, Esq.
LOU TSO SHUN, Esq.

MANAGER.—HO AMEL.

MARINE RISKS ON GOODS, &c., taken
at CURRENT RATES to all parts of the
world.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 17th December, 1885. [87]

To be Let.

TO LET.

HOUSE AT THE PEAK.

FIVE ROOMS, GRASS TENNIS COURT
Furnished or Unfurnished.

For Particulars apply to the Undersigned,
C. H. GRACE.

Hongkong, 5th June, 1888. [56]

TO BE LET.

A SEMI-DETACHED HOUSE in Richmond
Terrace, containing 6 Comfortable
Rooms, 3 Bath Rooms and convenient Out-
Offices.

A New Story has just been added to the
Servants' Quarters.

Apply to
MR. JOHN WILLMOTT,
Hongkong Dispensary.
Hongkong, 24th April, 1888. [12]

TO LET.

SECOND AND THIRD FLOORS OF HOUSE
No. 8, Stanley Street.

For particulars apply to
ROZARIO & Co.
Hongkong, 11th June, 1888. [5]

TO LET.

ROOMS in "COLLIER CHAMBERS."

GODOWN in ICE HOUSE LANE, late
occupied by Messrs. BUTTERFIELD & SWIRE
from the 1st August.

Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 2nd May, 1888. [1]

MACAO.

**TO BE LET UNFURNISHED OR
PARTLY FURNISHED.**

A BUNGALOW, opposite the Public
Gardens, at the western end of the "Pra-
Grande. Excellent water supply, and Servants'
quarters attached. Rent very moderate.

Apply to
A. A. DE MELLO & Co.
Macao.
Macao, 3rd April, 1888. [1]

Intimations.

**PENINSULAR AND ORIENTAL STEAM
SHIP COMPANY.**

**NEW AND ACCELERATED DIRECT
SERVICE TO
LONDON VIA MARSEILLES
FROM
JAPAN AND CHINA.**

ON the 10th May at NOON, and fortnight
thereafter, until further notice, the Com-
pany will maintain a DIRECT SERVICE
between Hongkong and London via Marseilles.

This improved service will abolish all *Transit*
shipments, and it is intended that it shall
maintain a high reputation for quick trans-
action, careful delivery of Cargo, and for Passengers'
accommodation and cuisine.

The attention of Passengers is specially called
to the greatly improved *second-saloon* accom-
modation and attendance.

E. L. WOODIN
Superintendent.
Hongkong, 8th May, 1888.

**BOWRINGTON FOUNDRY,
EAST POINT, HONGKONG.**

GORDON & Co.

A. C. GORDON & Co. are prepared to undertake every description of **ENGINEERING AND SHIP-BUILDING WORK**, both afloat and ashore, on reasonable terms.

FUNCTUALITY AND FIRST CLASS WORKMANSHIP GUARANTEED.

ESTIMATES FURNISHED FOR THE CONSTRUCTION OF STEAM LAUNCHES, REPAIRS TO THE ENGINES AND BOILERS OF STEAMERS, CASTINGS,

Hongkong, 1st January 1922.

Intimations.

A. S. WATSON & CO., LTD.

WATSON'S

A STRINGENT LEMONADE.

Is an excellent stomachic and preventative of Diarrhoea and is recommended by the Faculty.

During the present season, avoid all doubtful food; impure water, over-fatigue, and impure air.

A bottle of ASIATIC CORDIAL, and a bottle of the finest old JOUQUE BRANDY, are useful things to have in the house.

The following DISINFECTANTS are reduced in price:

PERMANGANATE FLUID (similar to Condy's) 50c. per bottle or \$3 per 2-gallon jar.
CARBOLIC ACID 75c. per quart bottle.

JEVES FLUID, CHLORIDE OF LIME and other Disinfectants at low prices.

Special quotations for wholesale quantities.

A. S. WATSON & Co., Ltd.

THE HONGKONG DISPENSARY,

Established A.D. 1847.

Hongkong, 16th June, 1888.

DEATH.

At the Victoria Hotel, on the 18th inst. JAMES ABERNETHY, of Messrs. Abernethy & Sons, Aberdeen. [611]

The Hongkong Telegraph

HONGKONG, MONDAY, JUNE 18, 1888.

SUNDAY LABOUR IN HONGKONG.

For some time past the Rev. A. G. Goldsmith, Seamen's Chaplain, has been heading a crusade to put a stop to Sunday labour on board ships in Hongkong harbour. He has undertaken no easy task, even although supported by the sympathies, not merely of the officers and men directly interested but of the entire foreign community. Sunday labour is an established institution of long standing in this colony, and its total abolition, for half measures will be useless, will present many difficulties. These, however, are in our opinion not insuperable, and Mr. Goldsmith has struck the key-note of the difficulty in suggesting that legislation be at once the easiest and most effective method of attaining the end in view. In addition to presenting a numerous signed petition to His Excellency the Governor, the Seamen's Chaplain has very wisely invoked the powerful aid of the Chamber of Commerce, and if he had only been successful in securing the adhesion of the leading shipping firms composing the Committee of the Chamber, the Executive would doubtless have consented to introduce into the Legislative Council an ordinance securing for our floating population a weekly day of rest. We do not think that this concession to our hard worked sailors would to any material extent influence the shipping business of the port, or that shipowners and agents would be losers through taking a liberal view of the situation; and therefore we regret that the Committee of the Chamber of Commerce, while acknowledging that the movement was worthy of every encouragement, have decided to confine their encouragement to a somewhat qualified expression of sympathy. Like the famous half-holiday and other similar movements which during the past quarter of a century have done so much to rescue the masses from lives of absolute bondage, we believe that, if once adopted, the restriction of Sunday labour in Hongkong harbour would quickly find its proper level and be recognised as a boon to all concerned. That this view will not be generally recognised by those who believe in that terrible bogey "conflicting interests" is clearly enough indicated by the reply of the Chamber of Commerce to Mr. Goldsmith, and so long as that body decides to continue effusively sympathetic but in a state of armed neutrality we are hardly justified in hoping for a successful issue to the reverend gentleman's humane and praiseworthy labours. The annexed correspondence speaks for itself:—

Hongkong, March 24th, 1888.

Sir—Will you allow me in the interests of the Merchant Shipping community to bring most respectfully before your notice the following facts:—

1.—Hongkong, with the exception of Singapore and Penang, is the only port under the British flag where Sunday labour in the shape of discharging and loading cargo is permitted without any restriction.

2.—The necessity of a seventh day of rest has for centuries been recognised by the laws and customs of our own country.

3.—Although the absence of restriction on Sunday work in this port presses very hardly upon the seafaring community as it deprives them of that which Englishmen have learnt to look upon as their just right, we are nevertheless powerless from our position to do otherwise than submit.

4.—Whereas in some cases our Ship Owners at home do not encourage or absolutely prohibit our working their ships on Sunday, we are practically compelled to do so in this port on account of the excessive competition.

5.—The Sunday labour shows a tendency to increase. And thus not only are officers on board ship deprived of their day of rest, but also many clerks are compelled to work in their various offices ashore all the year round.

Having regard to these facts and bearing in mind that restriction would be by no means unprecedented, witness for instance intermediate ports of call in Australia and the Coast ports in China, your petitioners humbly submit that the time has now arrived when some decisive step may be taken, and respectfully solicit that their day of rest may be assured them by legislation or otherwise.

And your petitioners will ever pray.

HONGKONG GENERAL CHAMBER OF COMMERCE.

Hongkong, 20th April, 1888.

Sir—I beg on behalf of the Committee of this Chamber, to acknowledge the receipt of your letter dated 24th ultimo, and its enclosure, in reference to working in the Harbour of Hongkong on Sundays.

In reply, I am requested to inform you that the subject of your communication was brought before the Committee at a meeting held yesterday, and after full discussion of the merits of the case the following Resolution was passed unanimously:—

"That in the opinion of this Committee the objects sought to be obtained by the Rev. A. G. Goldsmith, as stated in his letter of 24th March to the Chamber, are worthy of every encouragement, but, in view of the many conflicting interests involved, the Committee do not see their way to support legislation to compel total cessation of Sunday work in the Harbour, and unless an amicable law applicable to all classes and nationalities of vessels be passed, it would be unfair."

The Committee would point out that the clause in the petition to be presented to His Excellency the Governor, is somewhat misleading. It states:—

"Having regard to these facts and bearing in mind that restriction would be by no means unprecedented, witness for instance intermediate ports of call in Australia and coast ports in China."

The restrictions on Sunday work in the open Ports of China is confined to payment of HK. 15, so that the restriction is not so stringent as might at first sight appear from the clause in question.

I have the honor to be, Sir,

Your obedient servant,

(Sd.) H. U. JEFFRIES,

Secretary.

Rev. A. Gurney Goldsmith, Chaplain, St. Peter's (Seamen's) Church.

A petition embodying these facts and addressed to His Excellency the Governor is being signed by the masters and officers of ships visiting this port. They are the people chiefly concerned when Sunday work is carried out; but, apart from entering a natural protest, they have no voice in the matter themselves. If the lighterage companies along the wharf must be done, competition is too keen for any one individual to refuse working. And what is the result? The year goes round for many without a single break in the dreary monotony of constant and unremitting labour. Sunday at sea is necessarily much the same as every other day; it has the same responsibilities, the same routine. To be in port gives the only opportunity of a well-earned rest, besides the privilege to many a real one of engaging in Divine worship. But where there are no restrictions upon Sunday work this opportunity is taken away; and not only so, but the additional and harassing labour of superintending the discharging and loading of cargo is added, necessitating, even in cases where the actual business is done by native tallymen and coolies, a distinct amount of supervision, responsibility, and consequent toil.

There are many shipowners and agents who do all in their power to make Sunday as easy a day as possible for their officers and clerks. But until a system of Sunday observance is adopted in the port the present evil cannot be remedied.

If the Sabbath has been indeed "made for man" and if the Seventh-day Rest has never been anything but a great recuperative power and other ailments that otherwise to the world's work, why may not an effort be made, even though it should seem to incur a loss from a mercantile point of view, to restore to the Sunday that just respect which it commands from all Christian nations which have learnt to value its privileges?

This is not the first time that this question has been raised in the Colony. It is not answered by payment for overtime. It is the day of rest that is craved.

And now submitting it with all due respect to the thoughtful consideration of the Hongkong Chamber of Commerce.

I remain, Sir,

Your obedient servant,

A. GURNEY GOLDSMITH,

Seamen's Chaplain.

To H. U. Jeffries, Esq., Secretary, Hongkong Chamber of Commerce.

To His Excellency Sir William de Vaux, K.C.M.G., Governor, and Commander-in-Chief of the Colony of Hongkong and its Dependencies, and Vice-Admiral of the same.

We, the undersigned Master Mariners and Officers of Vessels trading to Hongkong, respectfully beg Your Excellency's consideration to the following facts:

1.—Hongkong, with the exception of Singapore and Penang, is the only port under the British flag where Sunday labour in the shape of discharging and loading cargo is permitted without any restriction.

2.—The necessity of a seventh day of rest has for centuries been recognised by the laws and customs of our own country.

3.—Although the absence of restriction on Sunday work in this port presses very hardly upon us, as it deprives us of that which Englishmen have learnt to look upon as their just right, we are nevertheless powerless from our position to do otherwise than submit.

4.—Whereas in some cases our Shipping Owners at home do not encourage or absolutely prohibit our working their ships on Sunday, we are practically compelled to do so in this port on account of the excessive competition.

5.—The Sunday labour shows a tendency to increase. And thus not only are officers on board ship deprived of their day of rest, but also many clerks are compelled to work in their various offices ashore all the year round.

Having regard to these facts and bearing in mind that restriction would be by no means unprecedented, witness for instance intermediate ports of call in Australia and the Coast ports in China, your petitioners humbly submit that the time has now arrived when some decisive step may be taken, and respectfully solicit that their day of rest may be assured them by legislation or otherwise.

And your petitioners will ever pray.

HONGKONG GENERAL CHAMBER OF COMMERCE.

Hongkong, 20th April, 1888.

Sir—I beg on behalf of the Committee of this Chamber, to acknowledge the receipt of your letter dated 24th ultimo, and its enclosure, in reference to working in the Harbour of Hongkong on Sundays.

In reply, I am requested to inform you that the subject of your communication was brought before the Committee at a meeting held yesterday, and after full discussion of the merits of the case the following Resolution was passed unanimously:—

"That in the opinion of this Committee the objects sought to be obtained by the Rev. A. G. Goldsmith, as stated in his letter of 24th March to the Chamber, are worthy of every encouragement, but, in view of the many conflicting interests involved, the Committee do not see their way to support legislation to compel total cessation of Sunday work in the Harbour, and unless an amicable law applicable to all classes and nationalities of vessels be passed, it would be unfair."

The Committee would point out that the clause in the petition to be presented to His Excellency the Governor, is somewhat misleading. It states:—

"Having regard to these facts and bearing in mind that restriction would be by no means unprecedented, witness for instance intermediate ports of call in Australia and coast ports in China."

The restrictions on Sunday work in the open Ports of China is confined to payment of HK. 15, so that the restriction is not so stringent as might at first sight appear from the clause in question.

I have the honor to be, Sir,

Your obedient servant,

(Sd.) H. U. JEFFRIES,

Secretary.

Rev. A. Gurney Goldsmith, Chaplain, St. Peter's (Seamen's) Church.

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Rev. A. Gurney Goldsmith, Chaplain, St. Peter's (Seamen's) Church.

It is notified in the *Gazette* that the Coroner's Abolition Ordinance has received the Governor's assent.

DIVINE service was held at the Club German at 7 o'clock this evening to commemorate the death of the late Emperor Frederick III.

MR. GEORGE HORSPOOL's appointment as Acting Superintendent of the Fire Brigade, vice Mr. H. E. Wodehouse doing duty as Colonial Treasurer, is officially gazetted.

MAGISTRATE—So you admit having been engaged in making counterfeit money? Prisoner—Yes, your honor; you see the supply of the genuine article is so very, very short.

THE Foonchow Echo in referring to the £1 tea freight from Hankow, expresses the belief that in a short time the freight from Foonchow to London will drop to an equally low rate.

THE Portuguese gunboat *Rio Lima*, Commander Sta. Barbara, arrived yesterday from Macao to convey Governor da Costa and family, who are shortly expected from Timor, back to the Holy City.

THE appointment of Dr. Cantlie, Dr. Ho Kai, Mr. N. J. Ede and the Hon. Wong Shing as members of the Sanitary Board pursuant to section 4 of the *Public Health Ordinance, 1887*, appears in Saturday's *Gazette*.

We would call attention to the alteration in the departure of the O. & O. steamer *Belgia* for San Francisco via Yokohama. Instead of leaving as previously advertised, her departure has been postponed to Thursday the 21st inst.

THE *Amoy Gazette* hears that the Manila authorities have suspended the Quarantine Regulations on vessels proceeding from that port, and that the Spanish Consulate General at Amoy will now grant leave of health to seamen leaving for Manila.

THE *Courier d'Haiphong* hears that as soon as Rear-Admiral de la Jaille concludes his inspection of the naval division of Tonquin and Cochinchina, he will return to France. The naval division of Indo-China will then be suppressed and the Commanders of the Tonquin and Cochinchina flotillas will act independently of each other.

THE *M.C. Daily News* learns from Hankow under date the 9th instant, that some 70,000 chests more will complete the first crop, which will then stand at 80,000 chests against 1,000,000 last year. While the tea market has made good, and in some cases very large profits on fine teas, there has not been so much room for profit on the lower grades, and it is at present quite uncertain what the second crop will be. Freights in Hankow were steady at 30s. Some four or five chops were shown on this market yesterday, but we have heard of no business as yet.

THIS morning a coolie was charged by P. S. Mitchell with polluting the streams of the island with urine. The complainant said at 7 a.m. on the morning of the 17th instant while he was walking up to the Peak he saw a quantity of offensive matter lying in and about the Magazine nullah and soon afterwards he met the defendant, who endeavoured to avoid him. Defendant said, on being questioned, that his receptacles were loaded, but on examination they turned out to be empty, and then he confessed that he had deposited the contents in the nullah. In defence to the Court the accused said it was raining at the time, and he only discharged some of his cargo into the stream, the rest being put on dry land. Mr. Wodehouse sent him to gaol for 21 days with the option of a \$5 fine. Considering that the Magazine nullah conveys its waters into the Military tank, this case and the like may possibly account for the excessive diarrhoea which of late has, we hear, been prevailing in the barracks.

ANOTHER alligator has turned up in the muddy waters of the Whampoo. The interesting stranger was "bagged" by Capt. Friend and Mr. Lewis of Messrs. Jardine, Matheson & Co. receiving ship *Yuen Fah* on the 12th inst, the contents of a duck gun turning the alligator on his back, when he was lassoed and secured without much trouble. When taken on board the *Yuen Fah* the animal was still alive, but seriously disabled. He measured 6 ft. 6 inches in length, and will be handed over to the Shanghai Museum. The *Mercury* says:—"It is supposed that the alligator was brought down from the country and let loose in the river, according to some superstitious custom which exists amongst the Chinese. It is fortunate for bathers that it has been caught and it will be well for them to be wary not to fall into the jaws of the kidney, of which there may be others in the neighbourhood. We saw a very fine specimen of an alligator being carried round the settlement in a basket this morning. It was about eight feet long, his mouth and feet were carefully secured. The natives were asking \$5 for the reptile."

A CASE of sudden death of a somewhat startling character occurred at the Victoria Hotel this morning, the victim being Mr. James Abernethy, member of the well-known Scotch firm of Abernethy and Sons, Aberdeen. Mr. Abernethy arrived here from Australia about a week ago, and so far as is known was in a fair state of health. He retired to rest last night at 11 o'clock, and at 6 o'clock this morning when the servant took in a cup of tea, nothing appeared to be the matter. A couple of hours later the unfortunate gentleman was found dead in his bed. The direct cause of death, we believe, was exhaustion, resulting from one of those choleraic attacks which have been prevalent in the colony for some weeks past. The funeral will leave this morning at 7.30 to-morrow morning, and as Mr. Abernethy was unknown here, Scotch residents are invited to pay the last respects to a countryman who died amongst strangers. Since writing the foregoing we learn that the deceased gentleman held very high rank in the Order of Freemasons. Members of the fraternity who wish to attend the obsequies of a departed brother, eminent in the Craft, are cordially requested to do so. The *entry* will be at the Monument at about 1.30.

IN the Paris Chamber of Deputies on June 9th the President of the Council of Ministers introduced a bill dealing with partnerships.

THE returns of the number of visitors to the City Hall Museum for the week ending June 17th, are:—Europeans 141, Chinese 4,355; total, 1,496.

MINUTE guns were fired from noon till 1 p.m. to-day, by the shore battery, the *Victor Emanuel* and the Austrian corvette *Fausta*, in token of mourning for the late Emperor of Germany.

MESSRS. Fussell & Co., agents of the Eastern and Australian Steamship Co., inform us that the Company's steamer *Airle* left Foonchow yesterday with the first teas for Sydney and Adelaide.

WE regret to hear of the death at Macao of Senhor D. Antonio d'Ega, who for a great many years was an esteemed employee of the Hongkong, Canton and Macao Steamboat Company in the capacity of purser, a position which he filled to the undivided satisfaction of passengers and employers alike.

MONSIEUR RICHARD, the Acting Governor-General of French Indo-China, was expected at Tonquin at the middle of the current month. The *Courier d'Haiphong*, in giving the news, says: "M. Richard will find in Tonquin a thousand and one pending questions the solution of which is expected only from him. His presence is all the more necessary now that the suppression of the Budget is calculated to disturb the ordinary routine of the public service by the incessant changes it will bring about."

Two Chinese youths were accidentally shot—one of them fatally—at the Shanghai Rifle Range on the morning of the 16th inst. Two police constables, Watts and Bowers, were practicing firing, and a third member of the force, named Bullock, was holding up the danger flag at a point of about 150 yards from the target. How the Chinese managed to get hit, or who fired the fatal shot does not appear at all clear from the account of the occurrence in the Shanghai morning paper, and at an inquiry held by Capt. McEuen nothing definite was arrived at. The hapless marksmen, and other police officers, were roughly handled by a Chinese mob, and had some difficulty in escaping without injury.

A BILL has been introduced into the House of Commons for the purpose of keeping foreigners out of the British Pilot Service in the United Kingdom, and a considerable amount of agitation is also working in high quarters in the metropolis against the influx of indigent foreigners into London, who are objected to principally because they bring down the price of labour. Investigations amongst the poor of the East end—in the neighbourhood of Whitechapel—have brought to light some distressing and highly objectionable cases. In one house, in a room only twelve feet by ten, fourteen people, principally Polish Jews, were found living together, nearly all adult males, and females. Some of these people had been expelled from Finland where the recent Russian Jewish oppression has now reached. France is also moving in this matter and a measure was some time ago introduced into the Chamber of Deputies proposing a capitation tax upon all foreigners residing within French boundaries.

OWING to the unpropitious state of the weather yesterday morning the Hongkong, Canton and Macao Steamboat Company's steamer *Houan* did not make an excursion trip to the Holy City as advertised. A goodly crowd of intending excursionists assembled at the Pier a little before nine o'clock, and as the vessel showed signs of having steam up, it was thought she would run; but punctually at the appointed hour of departure a portly watchman appeared on the gangway and with an expressive gesticulation bellowed forth the unexpected news that the vessel would not budge from her moorings. So San Antonio had to do without his customary devotees this time. We hear from Macao that the festival was celebrated with the usual Church pomp in the suburban temple, the clergy mustering in strong force at the altar, and the female devotees filling every inch of ground within the precincts of the sacred building. Rain fell in torrents; a portion of a wall adjoining the Church fell, crushing the floral arches which had been erected before the portico. A good deal of sermonizing was indulged in morning and evening, and the festival terminated with a special thanks-giving chanted for the celebration of the famous Portuguese-Chinese Treaty.

SAYS the *Sydney Bulletin* on the action of the Melbourne authorities in the *Afghan* coolie business:—"The Victorian Government has told a lie and jeopardised its immortal soul for the sake of the Chow. It became necessary for Gillies and Co. to say something to the Chow, somehow, in the way of an intimation that he was a nasty, undesirable animal, and not to be littered down any more in these parts. The news might have been broken in a sympathetic whisper, by quietly hanging a Chinaman for nothing in particular and posting his embalmed body to the Empress, at Pekin. Or the Victorian Government could have passed a Bill providing for the arrest of all lepers on the 'insulting behaviour' charge, no leper to be arrested oftener than twice a day, and the penalty not to exceed £10. But, instead of facing the inevitable like practical statesmen, Gillies and his friends rushed Governor Loch into signing a pig-headed proclamation to the effect that all Chinese ports are infected with some vague complaint not specified, and that 'all vessels bringing Chinese passengers to any port in Victoria be detained by the health officer of such port until such vessels and passengers be severely released by the said officer.' In plain English, this is a lying reason for objecting to the Celestial invasion, and Loch naturally kicked against putting his signature at the bottom of such a miserably conceived document. It is a confession of weakness which invites the Chinese Government to show fight, and places Victoria in an untenable position. The great Chinese Question cannot be kept in curbing by any such officer."

IN the Paris Chamber of Deputies on June 9th the President of the Council of Ministers introduced a bill dealing with partnerships.

The Hongkong Telegraph.

MONDAY, JUNE 18, 1888.

SIX DOLLARS
PER QUARTER.

No. 1956.

Banks.

THE NEW ORIENTAL BANK
CORPORATION, LIMITED.

AUTHORISED CAPITAL £2,000,000.
PAID-UP CAPITAL 500,000

Registered Office, 40, Threadneedle Street,
LONDON.

BRANCHES IN INDIA, CHINA, JAPAN
AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT,
Issues Letters of CREDIT, forwards BILLS OF
Exchange, and Transacts Banking and
Agency Business generally, on terms to be had
on application.

INTEREST ALLOWED ON DEPOSITS:
Fixed for 12 months, 5 per Cent. per Annum.

ON CURRENT DEPOSIT ACCOUNTS
2 per Cent. per Annum on the Daily Balance.

APPROVED CLAIMS on the ORIENTAL
BANK CORPORATION, in Liquidation, or the
LIABILITIES of such claims, purchased on
advantageous terms.

AGENCY OF THE NATIONAL LIFE ASSURANCE
SOCIETY.

E. W. RUTTER,
Manager,
HONGKONG BRANCH.

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAYMENT CAPITAL £7,500,000.
RESERVE FUND 3,900,000.

RESERVE LIABILITY OF
PROPRIETORS 7,500,000.

CHIEF OF DIRECTORS:
CHAIRMAN JOHN BELL-IRVING.

W. G. BODDIE, Esq.,
S. C. MICHAELSEN, Esq.,
J. S. MOSES, Esq.,
L. F. POKESCHKE, Esq.,
N. A. SIBBS, Esq.,
Hon. A. P. MCLEWEN, Esq.,
E. A. SOLOMON, Esq.

CHIEF MANAGER
HONGKONG—THOMAS JACKSON, Esq.

MANAGER
SHANGHAI—EWEN CAMERON, Esq.

LONDON BANKERS—LONDON AND
COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
ON CURRENT DEPOSIT ACCOUNT at
the rate of 2 per Cent. per Annum on the
Daily Balance.

ON FIXED DEPOSITS:
For 3 months, 3 per Cent. per Annum.
For 6 months, 4 per Cent. per Annum.
For 12 months, 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities,
and every description of BANKING and
EXCHANGE business transacted.

DRAFTS drawn on London, and the chief
commercial places in Europe, India, Australia,
America, China and Japan.

T. JACKSON,
Chief Manager.

Hongkong, 25th April, 1888.

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Intimations.

IMPAIRED VISION.

MR. LAWRENCE, of the Firm of LAW,
RENCE and MAYO, OPHTHALMIC
OPTICIANS, of London, Calcutta, and Bombay,
may be expected in Hongkong on or about the
1st July.
Due notice of Mr. LAWRENCE'S arrival will
be given.
Singapore, 6th June, 1888. [600]

THE HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LIMITED.

THE Public are respectfully informed that the
PEAK TRAMWAY was OPENED
for Public Traffic on WEDNESDAY, the 30th
May.

THE CARS RUN as follows between ST.
JOHN'S PLACE and VICTORIA GAP:—
8 to 10 A.M. every quarter of an hour.
12 to 2 P.M. " " " " " " " "
4 to 6 " " " " " " " "

SUNDAYS.

1st past 12 to 1 past one every quarter of an hour,
and from 4 to 8 P.M. every quarter of an
hour.

Single Tickets may be obtained in the Cars.
Gentlemen are requested NOT TO SMOKE
in the First-class Compartment.

Tickets for 10 trips up and 10 trips down.
First-class, at \$12.00; and Tickets for six trips
up and 6 trips down, at \$2.50. Five-Cent
Coupons and Reduced Tickets may be obtained
at the Office of the GENERAL MANAGERS.
Hongkong, 14th June, 1888. [539]

HONGKONG & CHINA GAS COMPANY,
LIMITED.

THE TRANSFER BOOKS of this Company
will be CLOSED from the 9th to the 23rd
instant, both days inclusive.

F. W. CROSS,
Manager.

Hongkong, 8th June, 1888. [579]

THE HONGKONG AND KOWLOON
WHARF AND GODOWN COMPANY,
LIMITED.

THE Company is prepared to Tranship Cargo
from its Godowns at Kowloon or West
Point to any Steamer in the harbour, and to
bring Cargo across from Kowloon to any place
on the Praya at the usual rates.

By Order,
ISAAC HUGHES,
Secretary.

Hongkong, 20th April, 1888. [428]

NOTICE.

PUNJON & SUNGHIE DUA SAMANTAN
MINING COMPANY, LIMITED.

NOTICE is hereby given that the Under-
mentioned Fully Paid-up Share Certificates
were destroyed by Fire at Poonchow on the 5th
January, 1888.

Script 75/78, 40 Shares

" 1263, 50 "

" 1265, 30 "

" 1267, 15 "

" 1482, 50 "

" 1626, 10 "

195 Shares.

And should the same not be produced before the
22nd June, 1888, Duplicate Certificates will be
issued in name of the above parties, and no
transaction taking place under the aforesaid
Original Certificates will be recognized by this
Company.

A. O'D. GOURDIN,
Secretary.

Hongkong, 22nd May, 1888. [522]

NOTICE.

THE "PEIHO TUG AND LIGHTER
COMPANY" are now prepared to Lighten
Ships and Steamers at the "FAU BAR." Five
Mex. Cents per picul will be charged for dead
weight, measurement Cargo in proportion.

The Undersigned will also contract for the
towing of sailing vessels, from Sea to Tientsin,
thence to Sea, and all work will be done under
his personal supervision.

JAMES WATTS,
Manager.

"P. T. & L. Co." [583]

Taku, May 28th, 1888.

G. FALCONER & CO.

WATCH AND CHRONOMETER
MANUFACTURERS
AND
JEWELLERS.

NAUTICAL INSTRUMENTS,
CHARTS AND BOOKS.

No. 46 QUEEN'S ROAD CENTRAL. [604]

Consignees.

NOTICE TO CONSIGNEES.

STEAMSHIP "LENNOK"
FROM GLASGOW, LIVERPOOL, PENANG
AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed
that all goods are being landed at their
risk, into the Godowns of the Kowloon Wharf
and Godown Company, at Kowloon, whence
and/or from the wharves delivery may be
obtained.

Optional cargo will be forwarded unless notice
to the contrary be given before Noon, TO-DAY.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 29th instant, will be subject
to rent.

All Claims against the Steamer must be
presented to the Undersigned on or before the
29th instant, or they will not be recognised.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,
Agents.

Hongkong, 14th June, 1888. [576]

Intimations.

ROSE & CO.

HAVE RECEIVED

AND ARE SHOWING A CHOICE ASSORTMENT
OF

MATERIALS FOR LADIES' AND CHILDREN'S
SPRING AND SUMMER DRESSES.

IN NEW DESIGNS.

Also,

A LARGE STOCK OF LADIES' AND CHILDREN'S STRAW HATS,
THE "SAILOR HAT" FOR LADIES, IN ALL KINDS OF STRAW & COLOUR.

ROSE & CO.

47 & 49, QUEEN'S ROAD, HONGKONG. [40]

KELLY & WALSH, LD.

HAVE RECEIVED A VERY FINE ASSORTMENT OF EXTRA SUPERIOR QUALITIES OF

MANILA CIGARS.

COMPRISING THE FOLLOWING CHOICE BRANDS:—

FLOR-DE LA IS-BELLA—

REGIONS ORIENTALES—

REGALIA BRITANNICA—

NON PLUS ULTRA—

REGALIA IMPERIAL—

REINA VICTORIA—

LA MONTANEBA—

PRINCESSA—

FLOR DE JERESADOS—

CAPRILO—

COMPANIA GENERAL—

LA HABANO—

NOUVO HABANO—

LA CORTADO—

LA HABANO—

LARGOS ESPECIALES—

KELLY & WALSH, LIMITED,

QUEEN'S ROAD CENTRAL, HONGKONG. [7]

Hongkong, 26th May, 1888.

ROBERT LANG & CO.,

TAILORS, HATTERS, SHIRTMAKERS, AND GENERAL OUTFITTERS.

Hongkong, 26th May, 1888.

NEW GOODS.

TAIL SILK HATS.

Over Coatings, Light & Heavy.

Ulster Tweeds.

Fine Black Diagonal & Cork-

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Black, Blue and Brown Fancy

and Diagonal Coatings.

Fancy & Check Tweed Suitings.

Trousers in great variety of

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Cricketing Flannel, Stripes,

Checks and Plain.

White and Fancy Vestings.

French Printed Shirtings.

Unshrinkable Flannel.

Ready Made Ulsters in Stock.

Solid Leather Portmanteaus.

Overland Trunks, Gladstone

Bags, and a variety of Travel-

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Winter, Medium and Summer

Under Vests and Pants.

Silk Half-Hose, Black, Navy

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Lamb's Wool Merino and Lisle

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White Dress Shirts.

Lacing & Elastic-side Walking

Boots and Shoes.

Shooting Boots, Rubber Boots.

Patent Leather Boots & Shoes.

Dancing Pumps, all sizes.

Large Stock of Scarfs, Ties,

Handkerchiefs, Braces, &c.

ROBT. LANG & CO.

Hongkong, 22nd February, 1888. [9]

LANE, CRAWFORD & CO.

PIANOS.

BY BROADWOOD, COLLARD, BECHSTEIN, CHAPPEL, CRAMER, HAAKE, & C.

FROM \$275

PIANOS FOR HIRE, PIANOS TUNED.

INSTRUMENTS BY THE RECOGNISED BEST MAKERS ONLY, KEPT IN STOCK.

Hongkong, 25th May, 1888. [29]

W. BREWER

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DOG COLLARS. Leather Dog Leaders.

Patent Dog Collars. Riding Whips.

Office Ink Stands. Stamp Dampers.

Ever Ready Stamping Pads.

Fine quality Solid Soled Tennis Shoes.

Very fine collection of New Chromos in English

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Academy Pictures Copies.

Sacred Statuary consisting of Sacred Hearts,

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W. BREWER.

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SOLE AGENTS FOR THE

TRANSPOSING SCREW TUNED PIANOS.

WITH Mechanism for transposing for the accompaniment of singing or other instruments,

being specially built for damp and hot climates by the celebrated works

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"BERLIN."

We invite the public before making any rash purchase to come and try these first class Pianos.

HEUERMANN, HERBST & CO.

Sole Agents.

Hongkong, 18th May, 1888. [27]

Shipping.

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FOR MANILA, VIA AMOY.

THE Spanish Steamer

"DON JUAN,"

Captain Marquez, will be despatched as above

TO-MORROW, the 19th inst., at 5 P.M.

For Freight or Passage, apply to

BRANDAO & Co.,

Agents.

Hongkong, 16th June, 1888. [605]

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE & YOKOHAMA.

THE Steamship

"MERIONETHSHIRE,"

will be despatched for the above Ports on or

about the 19th instant.

For Freight or Passage, apply to

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Hongkong, 13th June, 1888. [595]

STEAM TO YOKOHAMA, VIA NAGASAKI

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(PASSING THROUGH THE INLAND SEA)

"HEIP" & "O. S. N. Co." Steamship

will leave for the above places on TUESDAY,

the 19th instant, at DAYLIGHT.

F. L. WOODIN,

Superintendent.

Hongkong, 4th June, 1888. [13]

INDOCHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND

CALCUTTA.

THE Company's Steamship

"TAISANG,"

Captain Jackson, will be despatched as above,

on WEDNESDAY, the 20th instant, at 3 P.M.

This Steamer has Superior First Class Accom-

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requirements of tropical climates.

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